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THE CHINESE QUESTION.

II.

In a country where slavery exists, and where all social and industrial life is impregnated through and through with the pernicious influences of that institution, the introduction of a semi-servile race can not be otherwise than dangerous. Slavery is an institution which not only works great injustice to the enslaved, but it also degrades and debases the enslaver. No people who have been trained to the employment of slave labor have ever been able to easily take up the system of free labor, and to employ it with justice to the laborer and profit to themselves. The nearest approximation to such a transformation was in the southern section of the United States, but the result there was obtained under economic and political conditions which undoubtedly exist in no other part of the world. It is through these pernicious influences of slavery that the free and slave laborer have never been able to work side by side. The free-man has a natural antipathy to companionship with the slave, and the master does not know how to draw just distinctions between them. For this reason, primarily, the introduction of Chinese laborers at this time under any system of contracts, should not be permitted.

If the *Cruzeiro* doubts our belief that the Chinese will be degraded, and practically enslaved, let him consider the logical meaning of all that is said in favor of their acquisition. In the province of São Paulo to-day—the most advanced and progressive province of the empire—the European colonists even are looked upon as mere machines. There are no more of the cruelties practiced as in the days when J. C. Heusser went to investigate the complaints of the Vergueiro colonists—the days of the whipping-post, the prison, and the sale of service—but there is still the same prejudice against the laborers of the field, the same indifference as to the laborer's higher welfare, the same disposition to treat him as a mere producing machine. We know that this assertion will be denied, and that instances will be given of just and benevolent treatment. We shall be glad to accept them all. But at the same time, our colleague will note the frequent contentions between the colonists and their employers, the general sentiment prevailing toward them, and the almost universal poverty which clings to them until they break away from their service and start out in some little occupation for themselves. And if this state of affairs exists in São Paulo, what may we not expect elsewhere?

In view of these facts regarding the treatment and condition of European colonists—excepting, perhaps, the southern provinces where the Germans have established themselves on their own lands—are we not justified in concluding that the condition of the Chinese will be that of slavery under another name. Trained in a school of semi-servitude at home, these people will not readily assert their liberties and rights abroad. They, themselves, do not know what free labor means, and we doubt whether the average Brazilian planter is competent to

teach them. The school of slavery never yet trained men for free labor, and we see no indications that the immediate future of Brazil is going to afford an exception to the rule.

With respect the "rights" of the government and the planters over immigrants, there is a very wide field for discussion. A government and the ruling classes may assume a great many privileges in this matter, but shall we call them "rights"? The law of the *locação dos serviços*, which has been in operation since 1837 and has been the source of innumerable acts of injustice and oppression, has conferred privileges upon the upper classes which are neither right nor expedient. When, therefore, a planter refuses to whip, or fine, or imprison a laborer because of some impudent word or act, or for some breach of contract, shall we say that he has abandoned a "right"? Shall we not say, rather, that he has declined to use an unjust and vexatious law for his own personal satisfaction and profit? No one will be more pleased than ourselves to see this iniquitous law rescinded, and a better law adopted which will guarantee the just and equal rights of every immigrant; but we propose to await the adoption of such a law before pinning our faith to it. If we may accept the new railway law and other measures promulgated by the present minister of agriculture, as fair samples of his ideas upon the rights and privileges of individuals and the relations of the government toward them, we must admit that there is little chance for improvement in the proposed reforms of which our colleague speaks. Promises are as easily broken as they are made, and the history of Brazilian colonization proves that fact. As an instance, let the *Cruzeiro* recall the promise made to the Swiss government in 1858 and the Emperor's speech of the same year, relative to the adoption of some civil marriage act which should better satisfy the complaints of Protestant colonists. And then let us turn to the controversy still going on as to the legality of certain marriages of colonists in Rio Grande do Sul by an *exercício* named Noronha.

The *Cruzeiro* admits the incompleteness of present laws, but that very admission was made years ago, and by men high in official position. The Visconde de Itauna, minister of agriculture in 1872, laid stress on the necessity of reforming the law of the *locação dos serviços*, the establishment of a land tax, and the regulation of the civil status of immigrants not professing the state religion. But what has been done? Even a bill for the secularization of cemeteries failed to pass the last General Assembly! The minister of agriculture now promises reforms in the law of the *locação dos serviços*. What certainty have we that this will be done? and how long are we to wait for it? Justice is not administered through promises, nor castles built upon walls of sand!

We do not claim that there is no free labor in Brazil, nor that free laborers are enslaved. It is undeniable, however, that free labor is very largely confined to industrial establishments, to the colonies where slavery

does not exist, and to a few exceptional localities where immigrants have settled, and have entered into plantation service. All these, however, form but a small percentage of the labor actually employed, and an insignificant percentage of the labor available. If the *Cruzeiro* still questions our assertion that Brazil now has laborers enough for present needs—we did not say for the tillage of the whole empire!—let it be considered that the present slave population of 1,400,000 will remain as a laboring element, that there are not less than 600,000 free blacks and *ingenhos*, and that there is a considerable population of able-bodied immigrants located in various parts of the empire—all of whom are now but partially and inefficiently employed. Under a better system of labor and treatment, this force of laborers could easily increase the present annual product by one-half. Then add to these the million and more of idlers and vagrants, who are to be found everywhere and who do not perform a week's work during the whole year, and we have a sufficient labor force to meet all present requirements. It is sufficient not only to keep up the present production, but is amply sufficient to augment that production two and three fold. Instead of bringing in a new laboring element to take their places, these laborers should all be employed. An idler is an economic burden and expense, and it should be the aim of every government to transform him into a producer. Instead of this the *Cruzeiro* proposes to increase the great standing army of idlers now in Brazil by a million and more, and then shut them out from honest employment by filling their places with Chinese! Our question "What is to be done with them?" still remains unanswered.

With regard to the present systems of agriculture and the relative value of the two systems known as the *grande lavoura* and *pequena lavoura*, there is a vast field for research which the Brazilian agriculturists should explore at once. It is clear that the country has made very little progress under the system now in operation, from which it can be logically deduced that there is something wrong with it. If no progress can be made under it—it in reality there has been an actual decline in certain localities and industries, is it not best that some other system should be tried, even were there no proofs in existence as to its superiority? Can there be any real progress in that unreasoning conservatism which clings to antiquated methods and systems, and refuses to give a place to anything new? Is this the enterprise and emulation which are to arouse the jealousy of Americans?

The statements of our colleague regarding the system of *grande lavoura* in the United States, are wholly mistaken. That system, as such, is unknown there. The nearest approach to it was in the Southern States during the existence of slavery, where large properties were held and cultivated by methods not greatly dissimilar to those employed here. The abolition of slavery, however, broke down that rotten, old system, and now it is not uncommon to find freedmen owning and tilling little plots of ground

which once formed parts of the great estates upon which they labored as slaves. In the West—throughout the whole country in fact, the system employed is essentially that of small farming. Here and there are large estates which have been acquired through the industry and good management of a few individuals, but their proportion to the small farms is about as one to five hundred. Our colleague has probably read of the great Dalrymple wheat farm in Dacotah, of one or two great farms in Minnesota, and of another one in California, and from this he believes such estates to be common. These great farmers are just as common as the great railway managers, like Vanderbilt, Scott, Gould and Garrett, or of the great mining capitalists, like Fair, O'Brien, Sharon and others. In the United States great estates, like great fortunes, grow out of no general system, but are due solely to the ability and energy of the men who acquire them. If their successors are weak and incompetent, these estates at once go to pieces—and the American world moves on without feeling the slightest shock.

There being no *grande lavoura* in the West, the statistics given by the *Cruzeiro* regarding wheat production, involving a comparison of that section with other sections of the United States, proves nothing in favor of that system. But even if it did exist there, the comparison would prove nothing, except as between the Western and Pacific States. The Southern, Middle and Eastern States, for whose comparatively small wheat production the *Cruzeiro* ascribes the non-existence of the *grande lavoura*, are no wheat-producing states. In the Southern States the climate is not suitable for wheat, and cotton is the main product. In the Middle and Eastern States, the soil is less fertile, and the attention of the people is more largely devoted to other industries which afford better returns. And besides, a comparison as to agricultural productiveness between the Western States, which comprise the upper part of the great Mississippi basin—one of the most fertile regions in the world—and the mountainous, sterile states of New England—where a humorist once said that beans were planted with a shotgun—is manifestly an absurdity. If the superiority of the *grande lavoura* can only be demonstrated through such comparisons, then there is no further need of discussion; its distress bears witness against it.

To further show the absurdity of the *Cruzeiro*'s attempt to prove the existence of the *grande lavoura* in the United States, we extract the following [Cruzeiro, July 13] relative to the production of cotton, from which the same deductions are drawn as from the comparisons in wheat production. After calling attention to the small wheat production of the Atlantic states, as compared with the West, which is ascribed to the exhaustion of the soil and the non-existence of the *grande lavoura*, the *Cruzeiro* continues:

It should be noted that it is not wheat alone, in the United States, which is affected by the consequences of this law; the cultivation of cotton is also subject to the same influences. According to a report of the department of agriculture, at Washington, the cotton crop of 1880, compared with that of 1879, presents the following results:

DIMINUTION.	
17 per cent.	in Mississippi,
15 "	Louisiana,
15 "	Tennessee,
12 "	Alabama,
7 "	Arkansas.

These countries have no slavery, nor are they cultivated by great industrial enterprises. Let us look upon the opposite side:

AUGMENTATION.	
30 per cent.	in Texas,
14 "	South Carolina,
7 "	Florida,
5 "	Georgia.

These are precisely the countries which have either *grandes lavouras* of mixed races, or important *lavouras* of freedmen disciplined and well organized,

Now what does the *Cruzeiro* wish to prove by all this? Is it that the Atlantic states are exhausted and are falling behind their western competitors? If so, then any map of the United States will show that three out of the four states showing an increase in production, are Atlantic states, and that not one of those showing a decrease belongs to that classification! Is it that four out of the nine have the *grande lavoura* and slavery, while the other five have them not? If so, then any political geography will show that they are all Southern States, but they all held slaves before the war of 1861-5, that they all have similar institutions, industries and products, and that they vary somewhat among themselves as to climate and fertility. They all once had an approximation to the *grande lavoura*; and they all got rid of it with slavery. The state of Texas, which shows the greatest increase, is the one southern state which has attracted immigration on a large scale, and it is the one state where the culture of cotton by small planters, on a small scale, has been carried on most successfully. Texas is a living proof of the advantages and good results of the *pequena lavoura*.

It will be seen, therefore, that we oppose the introduction of no system into Brazil, which has been proved beneficial in the United States. We know that to small farming is due the great agricultural development of the United States, and we also know that to the opposite system is largely due the decadence of agriculture in Brazil. We have therefore advocated the adoption of a system which actual experience has proved to be the most beneficial.

We have thus far spoken of the *grande lavoura*—the cultivation of land on a large scale and with a large outlay of labor, capital and enterprise—as though it were a reality in Brazil. But is that the case? Practically, is there any such thing in this country? On the great Dalrymple farm of Dacotah a correspondent of the Chicago *Tribune* once described a wheatfield of 13,000 acres, a phalanx of 115 self-binding reaping machines, each tirelessly doing the work of twelve men, and an army of from 400 to 600 laborers during harvest time. Has Brazil anything like this? Is there one single estate in this empire where such methods and enterprise are employed? There are many great estates—far too many in fact—but how large a part of them is under actual cultivation? Does the simple ownership of large uncultivated tracts of land constitute what is elsewhere known as cultivation on a large scale? On this point one of the best authorities in Brazil, Dr. Nicolau Joaquim Moreira, distinctly said in a lecture at the national museum in 1879:

In saying to you that the *grande propriedade* is not the *grande lavoura*, for the reason that each one of these entities possesses special distinguishing characteristics, it devolves upon me to justify my assertion.

The *grande propriedade* in our country involves large sums locked up in vast tracts of land, in great part uncultivated, and immense amounts expended in numerous captive laborers. The *grande lavoura*, on the contrary, has for its characteristics extensive cultivation, and the free and intelligent laborer.

A great cultivation requires large amounts of capital, and our agriculturists are seeking for it; a great cultivation employs perfected machines, while in our country, excepting here and there an agriculturist who employs them, the majority reject them, proclaiming as elements of production the hoe, the scythe, the ax, the destruction of forests, the *cavaria*, and the slave laborer; a great cultivation restricts the number of workmen, while our agriculturists find insufficient those which they possess, whether for fault of labor organization, or not, we do not know; a great cultivation takes the crude soil, incorporates labor and capital in it, and this unprofitable ground, which no one values, increases in price and becomes very fruitful, constituting a real rural property upon which is based or upheld the credit of the agriculturist; in Brazil, the most fertile lands of inestimable value are going on deteriorating day by day until the time comes at which the planter abandons them under the epithet of *carras* (exhausted, or worn out), and, penetrating further into the interior each time, the agriculturist withdraws himself from those means of communication so scarce in our country, and from the markets which should give exit to his products. . . .

What we have in Brazil, therefore, is the *grande propriedade* and not the *grande lavoura* established on the solid principles of rural economy. . . .

With so high an authority as Dr. Moreira and with the visible testimony of the patch-work cultivation which every observer, who travels through the country, must note, the inevitable conclusion must be that in reality Brazil has nothing but great landed estates to preserve, instead of a system of large farming. If the great proprietors have been unable to utilize their large estates with slave labor, and have even wasted the limited tracts on which attempts at cultivation have been made, what claims can they now have upon the country for protection in continuing this abuse of their opportunities? They have thrown away their opportunities, and have failed to make use of their advantages; the wise policy now is to place the agricultural industries of the country in other and better hands.

From the few reasons which we have here given, the *Cruzeiro* will see that there are high grounds for opposition to the introduction of Chinese labor. We have shown that the existing agricultural industries of the country need no additional force of laborers, that the past education of the slaveholding planters and the home training of the semi-servile Chinese will lead to a continuation of slavery should the latter be introduced under contract, that the present system of great estates is detrimental and should not be continued through the introduction of Chinese, that small farming is due the agricultural prosperity of the United States from which it may be inferred that it would result beneficially here, that unjust laws have kept back the stream of European emigration to Brazil through which this system of small farming could best be established, and that the immediate policy of the country should be the employment of its present laboring element rather than its substitution, and consequent exclusion, by the introduction of Chinese under contract.

Were we to discuss this question still further we should undertake to prove that the needs of agriculture do not lie in the acquisition of cheap, servile laborers, but rather in the acquisition of a higher grade of agriculturists, of better methods of cultivation, of the use of machinery, of raising the standard of intelligence among the laborers, of the breaking up of the great estates, of the abolition of export taxes and the reduction of transportation charges and of a general and radical change in the legislation of the country through which small farming is discouraged and European emigration is driven away. The question is a broader and deeper one than this demand for labor would signify; it involves changes in the whole industrial and fiscal legislation of the country.

From the *Diário de Santos*, August 7.

COFFEE PROPAGANDA.

The propaganda in favor of augmenting the actual zones and of obtaining new ones for the consumption of Brazilian coffee, continues in the city of Rio de Janeiro. The government, the society "Centro da Lavoura e do Comércio," and the Commercial Association, each according to the extent of their powers, are endeavoring to assist this movement, it having already been resolved to open an exposition in the beginning of November next.

As we have said before, we have but little confidence in the practical result of an exposition without the express condition that the exhibitor of any sample must declare the quantity he can supply and the time within which he can do so, binding himself to

make a contract of sale if there should be a buyer and at a price to be determined between the parties. Without this we shall always have pompous and luxurious samples without any practical value.

This exposition measure being once resolved, the government should at least take the greatest possible advantage of it, installing a jury or congress in which the elements of agriculture and commerce predominate; in short, an assembly of practical men who, without much pompous phraseology and application of theories, should give their opinion on important questions of economy which at present occupy the attention of all, such as: the question of the substitution of agricultural labor, the amplification of the rural credit system, the question of export duties, and transportation tariffs.

There is no doubt that our province will take a conspicuous place in this exposition and it is highly desirable that her representation in the jury be in harmony with her importance, for though all the coffee will be Brazilian yet it is certain that in various points the position of our coffee production diverges from that of Rio.

Whereas the good qualities of Rio are perfectly known as such, and even preferred in the United States, ours have up to this time not met with great approbation there; but it happens that in Europe where, with the exception of washed, very little "superior" and "good Rio" goes, the discredit of Brazilian coffee is in a great measure owing to that source.

It is well known to all who are versed in the coffee trade that the higher class of consumers in a large part of Europe much appreciate our brands of "superior" and "good" on account of their good taste, so much so that a great portion passes as Java, Laguaya, Haiti, etc., whose agriculture, of much older existence, knew how to establish a reputation for the fine products which it brings to market.

If we persisted only during a few years in improving and perfecting our coffee, we would in our turn obtain the same renown, and the new producing countries would certainly in their turn be obliged to make use of our name for the sale of their products.

The quality of our coffees diverges in general from that of Rio, so much so that old Rio merchants, perfect judges of the qualities there, do not understand the judicious classification of a Santos lot, and, as their customers are different from ours, they generally ignore the exigencies of the consumers of our qualities.

It would, therefore, be desirable that in due time the necessary steps should be taken that the judging of coffees from the province of São Paulo be done by competent persons. It should be a conjunction of planters, dealers and exporters from our province.

In Rio the necessary steps in this matter have already been taken and we hope that the "Club da Lavoura" in Campinas as well as the Commercial Association will combine to do the same, so that our province may be duly represented.

THE DECREASE IN THE PUBLIC DEBT OF THE UNITED STATES DURING THE MONTH OF MAY WAS \$14,150,721.87, AND DURING JUNE ABOUT \$12,312,000, WHICH GIVES A TOTAL OF \$101,574,114 DURING THE FISCAL YEAR OF 1880-81.

THE NEW ORLEANS board of health, we observe, has resolved to fumigate all Brazil coffee arriving at the port since the beginning of May, storing it in special warehouses. No little dissatisfaction at this proceeding is expressed by the local journals, upon the assumption that there is no occasion for it on sanitary grounds, and that hence it is an unwarrantable interference with the operations of commerce. At present, the supply of coffee at that point is very large, namely (May 27th), 43,500 bags, against an average during the past five years of 2,500 at corresponding dates.—N. Y. *Commercial Bulletin*, June 3.

PROVINCIAL NOTES.

—Disastrous inundations are reported from La rangeiras, province of Sergipe.

—The Bahia foundations hospital contained 273 abandoned children at the end of July, of which 213 were girls and 60 were boys.

—The July receipts of the Bahia custom house amounted to 943,235\$486 for the general government, and 128,267\$776 for the province.

—The postoffice receipts of the city of São Paulo during the month of July amounted to 7,757\$440, against 6,577\$890 in the same month of 1880, and 5,266\$640 in 1879.

—The July receipts of the Pernambuco custom house amounted to 818,183\$875, of the general *reitoria* to 42,131\$688, and of the provincial *consulado* to 204,303\$400.

—A law of the last provincial assembly of São Paulo authorizes the expenditure of 50,000\$ on a public laundry, should there be an excess of revenue for the year 1880-81.

—An assassination took place at São Paulo, on the night of the 20th ult., one Antonio de Carvalho being shot by José Leão for an improper intimacy with his wife.

—A coffee mill took fire on the 30th ult. at Casa Branca, São Paulo, and was destroyed, with about 5,000 arrobas of coffee. The loss is estimated at 40,000\$. The mill belonged to the estate of the late Luciano Ribeiro da Silva.

—A complaint comes from Santa Catharina because the minister of war has not sent more soldiers to that province. It is thought that 50 soldiers are insufficient for maintaining order among 70,000 colonists, who are about to be emancipated.

—A Santa Catharina correspondent of the *Crusado*, under date of the 20th ult., complains of the continued financial crisis in that province. The revenues of the province have been decreased to an extraordinary degree, and commerce has fallen off greatly.

—According to the new electoral reform registry the number of registered voters in the province of Rio de Janeiro is 10,848, of which 6,570 are agriculturists, 1,561 commercial men, 1,033 professional men, 979 public functionaries, 591 of mechanical professions, and 514 of the clergy.

—During his recent trip through the eastern part of the province the minister of agriculture urged upon the Barão de Barcellos the desirability of establishing a large sugar usine at Ayrides, below Campos, in which an experiment with free labor shall be tried. The aid of the government was promised.

—The chief of the central station in Pernambuco of the government telegraph service, Sr. Francisco José de Carvalho, has been missing since the 22nd ult. An examination of his accounts shows a defalcation of 5,715\$299. The whereabouts of the fugitive had not been discovered at last accounts. The local press speaks of him as a very affable and gentlemanly official—which probably accounts for his spending that last *real*.

—A long time ago—so long that many of our readers will have forgotten the occurrence—a certain Dr. Aristides Cesar de Almeida was arrested and condemned to imprisonment for defalcations while occupying a treasury position in the northern provinces during the *seca*. An appeal was made, and now the *relação* of Paráhyba has annulled the sentence and ordered a new trial.

—It is said that Sr. Moreira de Barros, one of the most important planters of São Paulo, is going to send to China after ten families to settle on his plantation as laborers. He proposes to obtain them without contracts, engaging to pay them from 20 to 15 dollars a month. The wages offered are fair at the outset, and as there will be no contract they will probably be afterwards regulated by the economic laws of supply and demand.

—A telegram from Pernambuco under date of the 7th inst. states that a Protestant society at Paráhyba has been suffering “a terrible and constant persecution” for a period of two days, without any interference whatever on the part of the authorities. The shutters, windows and tiles of the building in which services were held, had been destroyed. As the most desirable classes of immigrants are Protestants, we beg our colleague, the *Crusado*, to tell us what kind of encouragement they can derive from such shameful proceedings as these.

—The city of Goyaz, capital of the province of Goyaz, is one of the very few places yet unvisited by the modern financier. The total revenue of this favored spot in 1879 amounted to 6,978\$263—though how 3 *reis* could have been received is a mystery!—and the total debt is only a little over 2,000\$. In Pilar—another Goyaz municipality—the receipts for 1879 were 96\$, which was exceeded by an extravagant local government to the extent of 39\$. In Posse and Corumbá there seems to have been considerable aldermanic extravagance, and the 1879 deficits amounting respectively to 3\$ and 3\$765

—The Bahia provincial assembly closed its sessions on the 29th ult.

—The provincial assembly of Rio de Janeiro was opened on the 8th inst.

—The sale at auction of the Pará sawing and planing mill and machinery at São Paulo on the 6th inst. resulted in the purchase of that important establishment by Messrs. John Miller & Co. for the sum of 35,000\$. This property, which belonged to the firm of Dilley, Miller & Brunton, in liquidation, is one of the most valuable in the city of São Paulo. The new owners are to be congratulated on its acquisition.

RAILROAD NOTES.

—The July receipts of the Carangola railway amounted to 35,499\$860.

—The Santos tramways carried 14,476 passengers during the month of July.

—The tramway lines of Campinas, São Paulo, carried 14,430 passengers during the month of July.

—The ministry of agriculture has referred all the documents, relative to the arbitration between the government and the Fives Lille company on delays in furnishing bridge and railway material according to contract, to the Brazilian legation at Paris.

—The June receipts of the Paulista railway and branches amounted to 115,299\$620, and the expenditures to 56,304\$520. For the half year ending June 30, the receipts were 957,676\$940, and the expenditures 400,705\$041, leaving a surplus of 556,974\$899.

—Late advices from Bahia report the completion of the superstructures on the second section of the Limoeiro railway. The Onça bridge is nearly completed, and the wood work of the bridge over the Caranava is ready for putting in place. The track had been laid for a distance of 35 kilometers.

—The Duke of Sutherland, who has been recently making a trip through the United States for the inspection of railways, recommends the American system of passenger coaches as greatly preferable to those used in Europe. He recommends the introduction of American coaches on the English roads.

—During the month of May the following amounts were deposited in various London banking houses on the capital account of Brazilian railways: £62,896 12s for the D. Theresa Christina railway, Santa Catharina; £77,995 for the Bahia Central railway; £27,095 for the Minas and Rio railway; and £75,000 for the Alagoas railway.

—According to the *Gazeta de Porto Alegre* the receipts of the “Porto Alegre a Novo Hamburgo” railway during the half year ending June 30 amounted to 54,806\$600, and the expenditures to 65,770\$280, leaving a deficit of 10,963\$680 to be met by a loan besides a 7 per cent. provincial guarantee on 1,800,000\$. The *Gazeta* calls attention to the fact that the hypothesized and privileged debt of the road is about 3,263,000\$, while the estimated and authorized cost of the road was only 1,800,000\$.

—According to the recent annual report of the “Macacá e Campos” railway directors, the gross receipts of that road during the last calendar year amounted to 1,262,718\$470, an excess of 121,341\$579 over the preceding year, and the expenditures to 587,000\$949, leaving a surplus of 675,057\$521. This gives a net income of about 9 per cent. upon the nominal capital of the road, or 8 per cent. upon the capital and property. The traffic of the road during the year included 29,799 passengers, 517,6 tons of *cucumendas*, and 60,489 7 tons of freight.

SÃO PAULO TRANSPORTATION TAXES.

According to the budget passed by the last provincial assembly of São Paulo, the provincial taxes upon transportation during the present fiscal year will be as follows:

ARTICLE XXI—PROVINCIAL BUDGET.

1st.—Passengers of the two classes:—10 per cent upon the *furta*.

2nd.—Encomendas and surplus baggage, and those articles or merchandise whose transportation shall be effected on passenger trains:—10 *reis* per kilogramme.

3rd.—Ice, fresh fish, oysters, game, vegetables, fresh meat, bread, milk and eggs will have an abatement of 75 per cent.; no volume, however, will be received for less than 200 *reis*:—3 *reis* per kilogramme.

4th.—Commodities destined principally for exportation, as coffee, sugar, tobacco, dry hides etc., comprising also the articles manufactured in the country not classified in the other lists:—4 *reis* per kilogramme.

5th.—Food products of prime necessity, as flour, rice, beans, corn, legumes, and nutritious roots; food products of prime necessity produced in the province of São Paulo with the exception of pork:—1.5 *reis* per kilogramme.

6th.—Salt:—1 *real* per kilogramme.

7th.—Copper, lead, unmanufactured iron, railway rails, iron and other metallic tubes, and

hardware in general, destined for construction, machinery, and agricultural implements:—1.5 *reis* per kilogramme.

8th.—Commodities for exportation not mentioned in other tables, crockery in crates or boxes, common glass, petroleum, turpentine, and other spirits:—10 *reis* per kilogramme.

9th.—Articles of great volume and little weight, as furniture, boxes of hats and similar things, whether imports or exports, and fragile objects, as pianos, mirrors, glassware, etc.:—12 *reis* per kilogramme.

10th.—Gunpowder and other inflammable or explosive substances, as phosphorus, vitriol and fireworks:—10 *reis* per kilogramme.

11th.—Turkeys, geese, ducks, *morraves*, hens, pheasants, macaws, and whatever other species of domesticated and wild birds, monkeys, and whatever other small animals:—20 *reis* each.

12th.—The coops of hens and small animals, or birds in cages or grates boxes, transported in passenger trains, will pay double tax, that is:—40 *reis* each.

13th.—Calves, sheep, goats, muzzled dogs, and other quadrupeds:—100 *reis* per head.

14th.—Oxen, cows, bulls, horses, mules and asses:—350 *reis* per head.

15th.—Timbers and poles up to 9 meters in length will pay:—300 for two wagons *juntas*.

16th.—Lime, vegetable and mineral coal, tiles, bricks, earthen tubes, bitumen, building stone, and small pieces of wood of less than 4 meters 50 centimeters of length, as shingles, fence posts, bundles of firewood, hay, manure and other substances useful to agriculture and industry, and of insignificant value in comparison with their volume:—100 per wagon.

17th.—Timbers and poles up to 9 meters in length will pay:—300 for two wagons *juntas*.

18th.—Timbers and poles up to 9 meters in length will pay:—300 for two wagons *juntas*.

19th.—New locomotives and tenders in transit:—4000 each.

NATIVE PRINTS.

Some 400 samples of native prints produced by Sr. Diogo Antônio de Barros, of São Paulo, have been submitted to us for inspection, and as they represent a new branch of national industry they call for all manner of a mere passing remark.

It is to be regretted that Sr. Barros, when making his *début* in the printing business, should have chosen the very oldest styles known in Brazil, viz: blue, orange and white. The sale of these goods has fallen off to such an extent that only very few of the large print importers now receive them at all, and even so only on a low 22 inch wide cloth selling at about 240 *reis* per meter, while these of Sr. Barros are on a good 31 to 32 inch cloth to cost about 450 *reis*.

We trust that in his next attempt Sr. Barros may be more successful in obtaining a satisfactory result, as the cloth is unquestionably good, and the printing very creditable. For the success of his enterprise, we would advise the choice of some other styles, as those before us certainly command less sale than any other in the market, and for the same price (450 *reis*) there can be bought the very newest and best styles now produced in Europe.

RIVER PLATE ITEMS.

From the Buenos Aires Standard, July 28.

—The Continental Exhibition to be held here in February next is now assuming shape, and will be a much grander affair than at first anticipated. The applications for space are already so numerous that the building has to be enlarged to meet them.

—The discovery of an important gold mine in Rioja by two Frenchmen has given a sudden interest to the vast mineral resources of the country, and many of our capitalists are now turning their attention in this direction. When the railway extensions to the interior are finished, our mining interests must infallibly assume great prominence and importance.

—Some 200 splendid ostriches have arrived here from the Cape, and a company is being formed to buy them and start the business, which gives higher and steeper profits than a sheep farm. Mr. Beaumont's ostrich farm at Moron, on the Western railway, started last year, is doing famously, and it looks as if this new industry will soon acquire an important development here.

—The event of the past fortnight has been the signing, in this city, of the boundary treaty recently concluded with Chile, through the intervention of the United States plenipotentiaries in each republic. Dr. Irigoyen, Argentine minister for foreign affairs, signed for this republic, and Sr. Echevarria, Chilean consul here and named plenipotentiary *ad hoc*, signed for Chile. No doubt is entertained as to the treaty being approved by the congresses of both countries.

From the Buenos Aires Herald, July 30.

—The camp is in good condition and the prospect for next season's produce is good.

—Business generally is exceedingly dull owing to the transition state of our monetary system.

—According to the report of the office of statistics, the population of the province of Buenos Aires on the 1st April, 1881, was 607,443.

—The coal which comes from the Straits of Magellan shows that there is good coal there, which will soon day reach our market regularly and find favor.

—The total number of passengers who arrived in the port of Buenos Aires in the first three months of this year was 10,739, and during the same period 7,453 passengers left, the surplus of arrivals being therefore 3,286.

—There is an effort being made to arouse a mining excitement, but it will not be likely to amount to much, and we advise caution among foreign investors in accepting all the reports of interested parties.

—The estimated expenses of the ministry of war for the ensuing year amount to \$1,900,000, of which the share of the marine department is 2,000\$, including the probable cost of the new vessels of different classes which will shortly arrive for the navy. This is an excess of \$1,500,000 over the actual expenses of the same department for the previous year.

—The railways of the province of Buenos Aires carried during the year of 1880, 2,805,780 passengers and 526,498 tons of goods. The receipts of each line were as follows:

Western Railway	\$17,396,765 m/c.
Southern "	34,493,320 "
Northern "	1,734,180 "
Enseada "	1,758,487 "
Campana "	1,630,759 "

\$54,912,511 m/c.

—The Provincial Bank has an emission of about 34 million dollars. It has about 7 millions gold and it requires about 7 millions more to make conversion safe. It has provincial bonds enough to get this sum so that there is no reason why the bank might not resume formally as soon as this gold could be brought here, easily in 60 days, and this ought to be done with no more hesitation or delay.

—The Brazilian democratic orator, Don Fernando Luis Osorio, in the course of a recent political speech at a large meeting at Pelotas, stated that in Brazil there were 8,400,000 persons who were unable to read, and 1,600,000 who could read only imperfectly. He advocates compulsory gratuitous education. He is also in favor of making every citizen a soldier, and of establishing military colonies, in order to guard the frontiers against the warlike tendencies of the republics of the Plate.

—The provincial government has been recently engrossed in the bank question, desiring to resume specie payment, and to this end a proposition was introduced into the bank board, to bring out the gold the bank has in Europe, and when here to discount commercial short-time paper, thus preparing the way for a formal resumption of specie payments at an early day. After a heated debate this was voted down, but at a meeting held to consider the matter on the 28th it was passed, but the matter has precipitated a crisis in the bank board, and resignations are to follow. The governor and provincial minister of finance used all their influence in favor of this measure.

—Congress has been in session three months without having disposed of a single one of the score of very important measures before it. The project of the national executive, for re-adjusting the debt due the Provincial Bank, which was discussed for some days in Congress, has been buried by a recommission to the commission of finance, said committee and the provincial government being unable to agree on the measure. It now appears probable that Congress will make a loan to pay the bank, and then proceed to end by law the suspension of specie payments, and adopt a banking system, probably similar to the United States system. There are two bills before Congress for establishing a national coinage; one presented by the minister of finance, Dr. Romero; the other by Dr. Plaza, deputy in Congress and formerly minister of finance. The chief difference in the bills is that Dr. Plaza recommends a single standard—gold—while Minister Romero advises bi-metallism for the present, at least.

THE RIO NEWS

PUBLISHED TRIMONIALLY

on the eve of departure of the American packet,
the French packet of the 15th, and Royal
Mail packet of the 24th, of the month,

Contains a summary of news and a review of Brazilian affairs
a list of the arrivals and departures of foreign vessels, the
commercial report and price current of the market, a table of weights
and measures, and all other information necessary to a correct
judgment on Brazilian trade.

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RIO DE JANEIRO, AUGUST 15TH, 1881.

WHATEVER encouragement and relief may be obtained from the present slight improvement in business, it is to be hoped that no one will make the serious mistake of considering it permanent. The long continuance of dull times, and the long since threatened crisis will undoubtedly lead many to accept even the slightest improvement as an indication of a change for the better, and such a belief may lead to fatal errors. A careful consideration of the question, however, will show that the present improvement is based upon transitory causes, and has in it no element of permanency whatever. No solid, permanent improvement can be had here until a radical change is effected in the fiscal and business methods of the country, and the merchant or capitalist who bases his calculations upon anything short of this is simply giving odds to the fates. It is clear that nearly all of the business and financial embarrassments of the country are primarily due to the fiscal errors of the government, and it should be equally clear that substantial prosperity will not return until those errors are remedied. In a country containing so large a percentage of non-producers, the problem of government must necessarily be one of exceptional difficulty, and it should be the aim of wise statesmanship to make the burdens upon industry and commerce as light as possible. If such has been the aim of Brazilian statesmen, they certainly have fallen far short of its realization. Instead of removing burdens from agriculture, upon which the country is so dependent, they have gone on levying taxes until many industries have been literally crushed, and others have been rendered unremunerative. Even in the chief industry of the country, that of coffee-planting, it is now urged that not less than *eighty per cent.* of the product is absorbed in transportation charges, export taxes, port charges, commissions, etc., leaving *only twenty per cent.* to meet the costs of production and the planter's profits. Now as the treasury is primarily dependent upon this one industry, and as there is shown no disposition to reduce taxes, transportation charges, and the many other burdens weighing upon the productive industries of the country, we feel fully justified in saying that there is as yet no basis for any substantial improvement in business. On the contrary, the dangers of the situation are even greater through the false security.

In an official note, of the 11th inst., to the Barão de Capanema, the minister of agriculture states that in his late trip through the province of Rio de Janeiro he found the coffee industry in the municipality of S. Fidelis seriously endangered by a new disease which has injured the crops to such an

extent that the planters have thought best to turn their attention to sugar cane. He also calls attention to the possible extension of the disease into other localities, notably into the rich coffee-growing district of Cantagalo. In view of this, the minister directs that the Barão de Capanema shall at once proceed to S. Fidelis and Cantagalo for the purpose of studying the disease, and of discovering means, if possible, to overcome it. In this object the government promises every assistance. Should the disease be an unknown one, and should Sr. Capaneira be unable to find all needed information respecting it, the government promises to secure the services of some foreign specialist in order to continue the investigations. The minister also promises that he will secure the necessary authorization for offering premiums for the discovery of a remedy for the disease. We are glad to record these prompt and energetic measures of the minister in this threatened destruction of the coffee industry, and we sincerely hope that it will result in as prompt a suppression of the evil. The paramount importance of this industry renders its protection a matter of prime necessity, and neither the government, nor the coffee planters, nor the mercantile classes can be indifferent to any danger, however slight, which may threaten it. In its every relation, the preservation and development of this industry is a matter of vital importance. And in this connection, while the attention of the government and planters is turned to this new disease, the minister of agriculture will permit us the suggestion that a government entomologist, or entomological commission, is an urgent need. Were the government to appoint a competent specialist in this department to some permanent position in the national museum, and to entrust to him the study of the various diseases and insect enemies of Brazilian agriculture, the gain to the country would be incalculable. The services of an entomologist, like Prof. C. V. Riley who has made such exhaustive studies of the diseases and enemies of the cotton plant in United States, would be an immediate invaluable gain to every agricultural industry of the empire. The two chief industries of the country, coffee and sugar production, are both endangered at this time by unknown diseases, and their cure is as long been a matter of much concern. It is probable that much good will arise from the special commissions appointed from time to time, but in no case can the benefits equal those arising from the continued studies of a competent specialist who shall devote his whole time to that work. The matter is certainly worthy of mature consideration, and we have no doubt but that it will meet with a general and cordial support from all interested parties.

Some time since it was announced in the journals of this city that the municipal engineer was about to recommend the paving of the Rua do Ouvidor with wooden blocks. The project also embraced a central gutter covered with iron, and water taps at convenient distances for the purpose of washing the pavement. As the Ouvidor is chiefly devoted to the retail trade and contains the finest shops in this city, and as all heavy traffic has been denied the use of the street, this proposition at once received the cordial support of the public. This favor was generally based upon the belief that the pavement would be smooth and noiseless, which would render it infinitely more agreeable for shopping, that it would be kept cleaner, and that the prohibition of heavy traffic over it would render it as durable as any other material that could be employed. There were others who believed that the durability of wood, even for heavy traffic, was sufficiently proved by the section

now in use in another street where it has been for a long time subjected to every possible test. The Engineering Club, however, came to a very different conclusion. As wood is not so hard as granite, several members of the club drew the conclusion that it could not be as durable, and therefore it could not afford a suitable pavement for the chief street of the city. It was also decided that the use of wood for street pavements had elsewhere resulted in failure, and that in consequence it was being abandoned. The result of all this professional opposition has been an abandonment of the proposal. For the special benefit of these gentlemen we append herewith an opinion of one of the ablest engineers in the United States, which we take from the *Engineering News* of June 4th.

Gen. W. Sooy Smith, chief engineer of the Hudson River tunnel, just returned from Europe, has favored the people of Chicago with some valuable hints on street paving, and thinks that it is not necessary to abandon the wood pavements which have been so popular in that city. Gen. Smith gives the practice in London as a subspecies of concrete, about four inches thick, in a bed of sand; then to lay blocks in asphaltum and fill in the spaces with more concrete. The wood is solid and well seasoned. Gen. Smith says the approach to London Bridge, which sustains a larger amount of travel than any other spot in the world, and is paved after this fashion, has been in use during the past four years, and shows small signs of wear.

We trust that the members of the club will again take this proposal into consideration and decide upon it with less haste and more testimony. If wooden pavements have worn so well in England and the United States, where frosts and winter traffic are such great obstacles to be overcome, how much more may we not expect from them here where an endless summer shields them from such destructive agents. In this country there is everything in favor of a well-laid pavement of wood, and, if an unprofessional opinion be not ill-advised, we are confident that it will outwear any other that can be laid. Even with the granite pavements in use, it is necessary to relay them every four or five years, and with that they are rough and full of holes one half of the time. A wooden pavement could not be worse; the chances are that it would be better. In the Ouvidor the experiments—should such be deemed necessary after the testimony of such experts as General Smith—could be made under the best of circumstances and certainly to the great convenience and advantage of the public. The Ouvidor is not needed, nor is it now designed as a freight thoroughfare; there can then be no possible objection to paving it from building to building—without side-walks—with wooden blocks. The project is worthy of all consideration.

THE continued agitation of the coffee exposition project leaves no doubt as to its realization at no distant day; but it resolves none of the doubts as to the practical results to be obtained through such an enterprise. The early appeals for aid in this industry, and all that is written and said in its favor now, are devoted chiefly to the imaginary necessity of enlarging present consuming markets and opening up new ones. Among the latter have been mentioned the vast empires of Russia and China. If this desire to extend and enlarge consuming markets be the chief object of these expositions—and we have heard none other mentioned—then why is it that they are to be held down here in Rio de Janeiro? Is it to be supposed that a coffee exposition at the Typographia Nacional, in this city, will make the Russian acquainted with the good properties of this beverage, or that it will make John Chinaman discard his tea for Brazilian coffee? Does any one think that a display of São Paulo and Rio de Janeiro coffee in this city will prove to Englishmen, Frenchmen, or Americans, that it is equal to Java, Mocha, or Laguanya? Is it anticipated that the coffee buyers and coffee drinkers of the world are coming down here to look at some parcels of samples? And if no one believes these things, then what is it all for? No one urges the necessity of improving the quality of the product and lowering the cost of production; every one seems to be possessed with the desire to find new consumers. The increase of consumption must therefore be the main object! Now how is this to be effected by an exposition in Rio de Janeiro? And how is it to be effected any where by the mere display of samples? What assurance is offered that the crop will correspond accurately to the samples? And if it does not, with whom rests the responsibility? Besides, who can estimate the supply corresponding to any particular sample? and who can determine prices, as compared with other coffees, for any future time? And still further, will these samples, if sent abroad, represent general grades, or the product of certain planters? To be plain, the whole scheme is visionary and impracticable in the highest degree. If the object were to improve the product and lessen its cost, then there would be the best of reasons for holding annual competitive expositions. Or, if it were proposed to hold an international exposition at London or Paris, in which Brazilian coffee would enter into competition with the coffees of other countries, then there would be other good and sufficient reasons for giving it all support. But these purposes do not appear. The samples of the Brazilian product are to be exhibited in a Brazilian city where no other coffee is used, and to Brazilian brokers and exporters who already know all about it. And then, when the exposition is closed, the Brazilian people will go on drinking Brazilian coffee, and the Brazilian exporter will continue to export Brazilian coffee, just as before. On the other side of the water, the foreign consumer will read in the *Times* a four-line account of this exposition of coffee in Rio de Janeiro, and will continue sipping his fragrant Mocha without the slightest idea of what it is all about. Some neatly labelled samples will be sent abroad to be exhibited to a curious world by Brazilian consuls, but as no one ever goes to a consulate when he can help it, they will probably serve no other good purpose than to reduce the consul's household expenses. Unsatisfactory and disappointing as these results will be, they are just what may logically be expected from this present crude and visionary scheme. In the main, the desire to attain some beneficial result for the coffee producer from an exposition, is praiseworthy in the highest degree, and if rightly located and conducted these benefits will surely follow. In our opinion there are but two bases upon which successful coffee expositions can be held—both international, and both competitive. The one should be held in this city so that the Brazilian planter may see the foreign product, test it, and learn the methods of its cultivation and preparation for market. By this means he will learn just how his product compares with those of other countries, and just where he must improve his product in order to enhance its marketable properties. The other base is an international exposition in some great commercial centre, as London or Paris, where the consumer may see all these products, and test them. Both the producer and consumer must be educated, but that can not be done by an exposition of Brazilian coffee in a Brazilian city. A coffee-house for the free supply of the Brazilian beverage in London or Paris will do more to increase the sale of this product, than all the domestic expositions that can be held.

From *The Grocer*, June 11.

THE COFFEE AND SUGAR PRODUCING COUNTRIES.

CEYLON.

Ceylon is a large island of the East Indies, separated from the continent by the Gulf of Manaar and the Palk's Straits, near the southern extremity of Hindostan. It is said that the proper name of the island is Singhala, and that part of the population called Siagalese have a tradition that their ancestors came thither from the eastward nearly 2,400 years ago; but many authors suppose them to be a colony of Singhs or Rajpoots who arrived about 500 years before Christ. At any rate, Ceylon was known to the Greeks and Romans in the time of Alexander; it was also visited by traders in the sixth century, and by Marco Polo in the thirteenth century. The conquest of the island was the first attempt of Albaquerque, the celebrated Portuguese admiral. The Portuguese gained a foothold in 1505, but the natives rose against them in 1565, assisted by the Dutch, and the East India Company of the latter obtained possession of all the Portuguese settlements. The war with the King of Kandy, the most potent, if not the sole sovereign of the island, subsequently, however, proved very detrimental to Holland; finally in a sanguinary struggle which ended 1766 the Ceylonese monarch was driven from the capital, and the Dutch made a very advantageous treaty. In 1794 the English attacked the Dutch, conquering Trincomalee and all their settlements. Ceylon afterward became a part of the prize of the peace of Amiens in favor of England. They in turn soon got involved in a war with the King of Kandy, who was finally subdued. Insurrections followed in 1817, 1823, 1827, 1834 and 1848, all promptly quelled, and the spirit of revolt was in this manner so thoroughly disengaged that in 1857, during the great Sepoy rebellion, which came near costing England the whole of Hindostan, the Ceylonese remained loyal.

We have given this short historical sketch in order to show that England has fought hard to retain her mastery over this valuable coffee colony, now prominent as such in the British East Indies. Coffee cultivation there is extended by English capital, the necessary labor being easily procured by means of an ample supply of coolies from the main land during the gathering of the crop. Colombo, although very important as a shipping port, is less so as a market. The greater part of the so-called plantation coffee is by contract consigned to London merchants, and native sorts, which constitute one-fifth to one-quarter of the whole production, are sent by the native planters to Colombo, to be selected and then sold there. As these descriptions are often deficient in taste, they have become unpopular, and compared with other coffees, prices are rather low, consumers as a rule being the more difficult to please the cheaper the article became.

Ceylon covers an area of 24,702 square miles and has a population of 2,755,557 inhabitants. The revenue collected by the government amounts to £1,543,000, and the expenditure to £1,448,000. The public debt does not exceed £623,000. The amount of imports reaches £4,081,000 and that of exports £4,438,000; the maritime movement is 2,566,000 tons. On Jan. 1, 1879, there were 109 miles of railway in operation. Between the year 1868 and 1878 the income of the government was increased 50 per cent, and the total trade of the island with foreign countries 40 per cent.

Beside coffee the chief products of the island are coconut oil and pearls; the latter are fished around Manaar Island, and are in beauty and value only surpassed by those of the Persian Gulf, the annual product of these pearls being about £260,000. The island formerly also furnished to the world's trade a good deal of ivory, but elephants are gradually becoming extinct in the southwestern forests.

Coffee is and remains the chief product, and its yield has increased as follows:

	Export - tons.
1836	3,015
1840	8,665
1851	16,958
1855	22,110
1856	20,605
1861	43,815
1867	41,802
1870	31,600

If since 1865-67 there have been years of less abundant yield, this has been due to a disease of the tree which attacks the leaves and affects the productiveness of the plant. But for this drawback production would probably have gone on expanding all along, for none of the elements for its doing are wanting: climate, soil, labor, capital and an unrivaled geographical position, especially since the Suez Canal is at the disposal of Ceylonese trade, and the large steamers from the extreme East on their way to Europe or America touch there.

Barring the disturbing influence of occasional short crops from some cause or another connected with the plant itself, coffee cultivation in Ceylon has therefore a brilliant and secure future before it, there being no apprehensions of interruptions of a political or servile nature, as they may happen elsewhere in the future in coffee growing countries.

Ceylon's production is important enough to require being taken into consideration in making estimates of the world's annual coffee supply.

LOCAL NOTES.

Decree 8,107, of the 23rd ult., approves the new statutes of the Banco da Bahia.

Forty infants were placed in the wheel of the foundlings hospital during the past month.

The minister of agriculture returned on the 8th inst. from his trip through the eastern part of the province of Rio de Janeiro.

Decree 8,201, of the 23rd ult., concedes a ten years' privilege to Joao Miguel Bierrenbach for a coffee dryer of his invention.

It is *consta not* that a contract has been made with an English ship-builder for the construction of a new ironclad for Brazil. The armor plating will be ten inches in thickness.

According to information received at the American legation, Minister Thomas A. Osborn left Chili for the United States on the 27th ult., and expects to arrive here sometime in October.

A telegram from Paris on the 9th inst. announces that the Princess Isabel had given birth to a son on the morning of that day. Both mother and child were doing well.

The government has appointed Desembargador Ovidio Fernandes Trigo de Loureiro to the position of chief of police in this city. The new chief entered upon the duties of his position on the 8th inst.

The transport *Bonifacio* is commissioned to go to Rio Grande do Sul for the purpose of placing a lighthouse at the *estrada* of the *Lagôa dos Palos*. The new lighthouse was purchased in the United States about five years ago.

Under date of the 8th ult. the minister of agriculture made an urgent demand upon the director of telegraphs for the name of the person who sent the telegram to the *Gazeta de Notícias* relative to Deputy Mariano Francisco's death from apoplexy.

According to the semi-monthly report of the president of the board of health, published on the 9th inst., the total number of deaths in this city during the first half of July was 365. The number of deaths from yellow fever was 10, and from consumption 71.

The Cuban government recently invited tenders for a line of steamers between Havana, Mexico and South American ports, the reception of proposals to close on the 8th ult. There were no tenders offered, consequently no officially-balledast line will be started just at present.

According to information received by Mr. P. L. Liebermann on the 8th inst., the final arrangements between Mr. W. D. Bentley and the *Sociedade Gênerale* for a steamer service between Brazil and Canada have been finally completed. The service is to begin this month.

The Montevideo papers announce that the Argentine government has received official notice that the Emperor will visit Buenos Aires during the early part of February next, at the opening of the Continental Exposition. There has been no such announcement here, but it is probably correct, nevertheless.

On the 8th inst. the minister of finance and the administrative board of the redemption bureau were present at an examination of 1,942,872 government notes, representing a value of 19,244,956\$-500, and 32,659 Banco do Brazil notes, representing 1,904,500\$. The notes thus examined were all burned at the marine arsenal on the following day.

A small steamer for the use of the port health officers was launched at the shipyard of Sr. José Maria dos Santos on the 9th inst. The vessel has a length of 60 feet and a width of 16 feet, and has been christened the *Panda Cundilo*. She will be used for the sanitary inspection of the port, and for the conveyance of patients to the Jurujuba hospital.

One of the last acts of the late chief of police, Dr. Corrêa de Menezes, was a requisition upon the minister of justice, on the 6th inst., for the deportation of 45 *asfens*. There will be no judicial trial, of course, and a fair opportunity will thus be afforded to get rid of some troublesome opponents. We do not say that such an injustice will be done, but the opportunity is afforded all the same.

We are indebted to Sr. Henrique Augusto Milet, of Pernambuco, for a copy of *A Lavoura da Cana de Azucar*, an interesting pamphlet upon the sugar cane industry of Brazil. This little work is a valuable contribution to a question of vital interest in a large part of Brazil, and should therefore be widely read. Milet's thorough researches into this branch of agriculture entitles his conclusions to every consideration.

In an open letter to the minister of justice on the 26th ult., Sr. Joao José Fagundes de Rezende e Silva announces his purpose to go to the United States and to incorporate a company with a capital of 150,000,000\$ to settle and develop the lands conceded to him on the head waters of the Cayapô, Maranhão, Tocantins and Xingá. In view of the success of the great credit bank, would it not be better to go to France?

According to recent telegrams from Rio Grande do Sul, the Visconde de Pelotas, ex-minister of war, is gravely ill.

An imperial decree of the 6th inst. accepted the resignation of Dr. Luiz Barreto Corrêa de Menezes as chief of police. The ex-chief has been appointed to a similar position at São Paulo.

In accordance with a new resolution of the government, Colonel Lalorre, as announced by a telegram of the 12th inst., left Pelotas for Porto Alegre on that day, to take up his residence in the latter place under official orders for his interment there.

Among the arrivals from the River Plate by the Pacific Mail steamer *Gatima* on Monday last was Albert G. Goodall, Esq., president of the American Bank Note Co., of New York, who with his daughter has been visiting our neighbors of Buenos Aires and Montevideo. After a brief delay in this city Mr. Goodall will return home by the direct steamer of the 24th.

The *Crusado* announces the publication of a pamphlet, entitled the *Transformação do Trânsito no Brasil*, containing the articles on Chinese immigration written in response to THE RIO NEWS. The work will also contain an article upon the same subject by Dr. P. D. P. Pacs Leme, and an abstract of Dr. Salvador de Mendonça's address before the minister of agriculture upon "immigration."

The persistence of our colleague in his advocacy of this question is certainly a subject for genuine admiration; so much so that we can not but regret that it is all wasted in a mistaken cause. Should it be necessary we shall be pleased to place the objections to this quest before the public in a fuller and more extended form than we have been able to do in our limited space. So great an evil as Chinese contract labor in Brazil should not be carried into operation without a full hearing of every objection.

Several new cracks were discovered in the Pedregulho reservoir on the 27th ult., one of them running diagonally across the roof and breaking the bricks themselves. Several smaller cracks were also discovered in the gallery near the northwest corner where the first crack occurred. The reservoir was at once closed by the government engineer who made the repairs, and all information respecting the accident was carefully kept out of the papers until the morning of the 13th inst. On the day previous the chief of the bureau of public works, Dr. Honório Bento, made an examination of the reservoir under the direction of the minister of agriculture, and the report verified the existence of the cracks. The inspector of public works, Dr. Doria Castro, who made the repairs, was at once allowed to resign. The reservoir is still closed to the public.

OPENINGS FOR CHEAP LABOR.

We are inclined to think the agent of the São Paulo (Brazil) planters, who came here the other day to hire three thousand Chinamen to work on the coffee plantations there, will be obliged to draw on the home market for his supply. We are informed on what is considered good authority that there are not to-day that many Chinamen all told in the cities of New York and Brooklyn, and there are few or none that are not profitably employed. Not long since, it will be remembered, an effort was made by the Louisiana sugar planters to obtain from California and Nevada and the Northern and Eastern States a supply of this class of labor to take the vacant places of the negroes who were then going to Kansas, but it was not attended with success.

The Chinamen could not be obtained in the number required. A few could be picked up here and there, but that was all. Under these circumstances, the absurdity of the periodical outcry about the country being overrun with Chinese cheap labor is apparent. It would be nearer the truth to say the country is overrun with people trying in vain to secure Chinese cheap labor. Even the Canadians are competing with other countries for a supply, dispatches from Victoria, B. C., announcing that a steamship is now en route for that port from Hong-Kong with 500 Chinese who have been engaged to work on the Canada Pacific. What is more, the steamship is officered and manned by Chinese exclusively; another evidence that "Cheap John," as a maritime power, is making an impression on the passenger trade, as well as on Pacific ocean freights.

MONTHLY SUMMARY.

Meteorological observations taken at Brazil, in the city of S. Paulo, during the month of July, 1881, by the *Companhia Cantareira e Engenharia*.

Lat. 23° 32' 58" S.
Long. 46° 39' 40" W. (Greenwich.)
Height of barometer 2,392 ft. above mean sea level.
Mean pressure at 9 a.m. 30.252 inches; at 9 p.m. 30.233 inches.
Mean temp. of air at 9 a.m. 54.4° F.
Mean temp. of air at 9 p.m. 53.6° F.
Mean of max. tem. in shade, 70.8°; do min. in shade 47.0° F.
Mean temperature of Grass minimum therm. 40.6° F.

Highest reading of max. of therm. in shade (19th) 80.9°.
Lowest reading of min. of therm. in shade (10th and 22nd) 39.0°.
Lowest reading of Grass minimum therm. (22nd) 31.0° F.
Mean temp. of dew point at 9 a.m. 51.6° at 9 a.m. 53.6° F.
Mean elastic force of vapor at 9 a.m. 386 in.; at 9 p.m. 379 in.
Total rainfall for the month, 1.05 inches.
Maximum fall of rain in one day (20th), 0.67 inch.
Rain fell on 7 days.

Fog on the morning of 12 days.
Dew on the mornings of 13 days.
Thunder and lightning on the 12th, 13th, 19th and 20th.
Zodiacal light observed on the 25th at 7 p.m.
Lunar halo observed on the 8th and 9th.
Lunar corona observed on the 1st at 6:30 p.m.

HENRY B. JOYNER,
A.M.I.C.E., F.R.G.S., & F.M.S.,
Engineer in chief.

COMMERCIAL

August 13th, 1881

Par value of the Brazilian mil réis is \$300 gold 27 d.
do do coin at \$2.80 per £1. 54.45 cent.
do \$1.00 (U. S. coin) in Brazilian gold .8337
of £1. sig. in Brazilian gold .8336

Bank rate of exchange on London to-day 22 1/2

Present value of the Brazilian mil réis (paper) 247 1/2

do do in U. S. 247 1/2

Value of \$1.00 (U. S. coin) in Brazilian currency 45.75 cent

Value of £1. sterling " " 21.86

EXCHANGE.

Aug. 4.—There was but little demand to-day for bank paper which was obtainable in all the banks at 22 1/2 though this rate was not officially adopted. The Banco Commercial affixed the rates of 417 on Paris and 23 1/2 on Portugal. Small transactions in private paper were effected at 22 1/2 to 23 on London and 414 on France. Sovereigns sold at 10,600 cash.

Aug. 5.—The Banco Commercial and Banco do Commercio affixed the rates of 23 1/2 on London, 418 on Paris and 23 1/2 on Portugal, but they, as well as the other banks, were reported to draw at 22 1/2. Small transactions took place in private paper at 22 1/2 to 23 1/2 on London and 414 to 415 on France. Sovereigns sold at 10,600 cash.

Aug. 6.—The banks adopted to-day the following rates: London 22 1/2, Paris 416, Hamburg 34 1/2, 51, Portugal 235 and 236 1/2, and Italy 438. Private paper was negotiated at 23 1/2 to 23 1/2 on London and at 410 to 415 on France. Sovereigns sold at 10,600 sellers, 10,570 buyers.

Aug. 8.—The market continued firm but without alteration in the rates of the banks. The business done was unimportant as usual on the eve of the departure of the Royal Mail. Private paper on London was negotiated at 23 1/2, 23 1/2 and 23 1/2. Sovereigns sold at 10,600, 10,570 and 10,560 cash.

Aug. 9.—The market continued firm without alteration in the rates of the banks. Small transactions in private paper at 23 1/2 to 23 1/2 on London and at 410 to 415 on France. Sovereigns sold at 10,600 and 10,560 cash.

Aug. 10.—The market to-day presented no notable change, and the transactions were unimportant at 22 1/2 bank and 23 1/2 private paper on London, and at 517 private paper on Hamburg. Sovereigns were offered at 10,560 with buyers at 10,560.

Aug. 11.—The banks reduced their rates to-day to 22 1/2 on London, 418 on Paris, 235 1/2 on Portugal. Private paper was negotiated at 22 1/2 to 23 on London and 413 to 416 on France. Sovereigns sold at 10,600 and 10,560 cash.

Aug. 12.—The market opened at the same rates as yesterday but, no takers appearing at 22 1/2, the Banco Commercial raised its rates to

22 1/2 on London
418 on Paris
235 1/2 on Portugal

the other banks maintaining their previous rates. Private paper on London was negotiated at 22 1/2 to 23 on London, and at 517 private paper on Hamburg. Sovereigns were offered at 10,560 with buyers at 10,560.

SALES OF STOCKS AND SHARES.

August 3.

151 Six per cent apolices (20 out. sale) 1,075 000

100 Banco Rural 291 000

100 Banco Pecial 123 000

16 Banco Rural 266 000

20 do (out. sale) 261 000

8 Nova Pernambuc Insurance 380 000

100 Aliança Insurance 26 000

2 Leopoldina R. R. 420 000

10 Leopoldina R. R. debentures 200 000

50 Macaé e Campos R. R. 100 000

70 Petrópolis R. R. 175 000

170 West of Minas R.R. 150 000

50 Sorocaba deh. of 100\$ (out. sale) 74 1/2

70 Carris Villa Isabel (out. sale) 197 000

10 Associação Commercial, quinhões 70 000

August 4.

9 Six per cent apolices 1,073 000

4 do do 1,074 000

26 do do 1,075 000

100 Banco Pecial 123 000

50 Banco Industrial for 10th inst. 730 000

100 do for 30th inst. 239 000

100 Previdente Insurance 14 000

60 Integridade Insurance (out. sale) 70 000

Lot Fidelidade Insurance do 135 000

50 Sorocaba R. R. do 68 000

162 West of Minas R.R. 90 000

23 Amazon S. R. Navigation 140 000

100 Navegador Nacional 250 000

138 Banco do Brasil hypoth. notes (50) 94 1/2

350 Banco Pecial hyp. notes with interest 30 1/2

August 5.

3 Six per cent apolices 1,075 000

12 Provincial apolices par

48 Banco Pecial 123 000

72 do do 124 000

135 Banco Commercial 235 000

33 Banco do Brasil 290 000

25 Banco Industrial (out. sale) 230 000

Lot Banco Rural do 262,000
1000 Banco Nacional, in liqu. (outs. sale) 3,500
240 Navegação Nacional for last day of transfer 251,000
1,610 Fidelidade Insurance 104,000
100 Previdente Insurance (outs. sale) 14,000
33 Confiança Insurance do 43,000
20 Sorocabana R.R. do 66,000
106 Banco Predial hyp. n. with int. 80,12,100

August 6.

4 Six per cent apolices 1,050,000
6,000\$ Provincial apolices par
1,000 Banco Nacional liqu 3,500
30 Banco do Brasil 290,000
1,21 Banco Predial 125,000
50 Banco do Commercio (outs. s.) 212,000
8 Banco do Rural do 263,000
100 Previdente Insurance 11,500
50 do for 10th inst. 14,000
300 do (outs. sale) 14,000
50 Intergridade Insurance do 70,000
8,410 Fidelidade Insurance (outs. sale) 106,000
50 Aliança Insurance 27,000
100 Petropolis R.R. for 10th inst. 180,000
25 Macaé e Campos R.R. (outs. s.) 150,000
8 Nova Permanente Insurance (outside sale) 400,000
47 Caris Villa Isabel 200,000
37,14 Caris Urbanos 246,000
20 Navegação Brasileira 215,000
37 Comercio e Lavoura 120,000
50 Banco do Brasil hypoth. notes (sc.) 91,2,700

August 8.

59 Six per cent apolices 1,050,000
74 do 1,050,000
30 National loan 1868 1,420,000
1,13 do 1,320,000
1,200\$ Provincial apolices par

August 9.

59 Six per cent apolices 1,050,000
74 do 1,050,000
30 National loan 1868 1,420,000
1,13 do 1,320,000
1,200\$ Provincial apolices par

August 10.

57 Six per cent apolices 1,050,000
2 Banco do Brasil 1,050,000
52 Banco do Commercio 292,000
17 Caris Villa Isabel 205,000
40 Caris de Pernambuco 110,000
86 Leopoldina R.R. (32 outs. sale) 420,000
10 Macaé e Campos R.R. 150,000
70 do (outs. sale) 155,000
100 Macaé e Campos deb 90,000
500 Petropolis R.R. for Sept. 30 (outs. sale) 190,000
130 Intergridade Insurance 70,000
50 Previdente Insurance (outs. sale) 14,000
110 Navegação Brasileira do 220,000
90 Navegação Nacional do 235,000
32 Ducas D. Pedro II do 80,000
50 Banco do Brasil hypoth. notes (sc.) 90,000
170 Banco Predial hyp. n. with int. (sc.) 81,100
270 do without int. (sc.) 78,100

August 10.

57 Six per cent apolices 1,050,000
2 do 1,050,000
52 Banco do Brasil 292,000
17 Caris Villa Isabel 205,000
40 Caris de Pernambuco 110,000
86 Leopoldina R.R. (32 outs. sale) 420,000
10 Macaé e Campos R.R. 150,000
70 do (outs. sale) 155,000
100 Macaé e Campos deb 90,000
500 Petropolis R.R. for Sept. 30 (outs. sale) 190,000
130 Intergridade Insurance 70,000
50 Previdente Insurance (outs. sale) 14,000
110 Navegação Brasileira do 220,000
90 Navegação Nacional do 235,000
32 Ducas D. Pedro II do 80,000
50 Banco do Brasil hypoth. notes (sc.) 90,000
170 Banco Predial hyp. n. with int. (sc.) 81,100
270 do without int. (sc.) 78,100

August 11.

18 Six per cent apolices 1,050,000
6 do 1,050,000
8 do (outs. sale) 1,070,000
150 Banco do Commercio 214,000
24 do 215,000
50 Banco Predial 130,000
49 do 131,000
100 Banco Industrial for 21st inst. 235,000
300 Leopoldina R.R. 430,000
89 Macaé e Campos R.R. 150,000
595 Sorocabana R.R. 65,000
60 Sorocabana debentures of 100\$ 71,700
120 Caris Villa Isabel 205,000
600 Caris S. Christovão for 31st inst. 372,000
100 Comercio e Lavoura 140,000
552 Ducas D. Pedro II 100,000
413 do (outs. s.) 100,000
50 Intergridade Insurance (outs. sale) 70,000
326 Banco Predial, hyp. notes, without int. 78,100
10 do of May 21 81,100
120 do with int. (sc.) 81,100

BANK STATEMENT

Proportion of cash reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro, taken from the official balances published on July 31st, 1881.

BANKS	Deposits in call and short notice	Cash	Proportion of ret'd
in conts.	in conts.	in conts.	in conts.
Banco do Brasil 31,681	6,959	20,07	
Banco Rural 13,765	1,210	10,50	
Banco Industrial 4,482	1,273	28,54	
Banco do Commercio 1,804	211	15,80	
Banco Commercial 6,038	2,357	42,51	
English Bank 2,888	517	57,09	
New London & Brazilian Bank 2,275	667	29,21	
Total 65,913	13,241	20,09	

BANK OF BRAZIL

BALANCE SHEET, JULY 31st, 1881.

ASSETS.

Commercial Department:

Bills discounted:

National Treasury bills

20,330,000\$000

Bills with two resident endorsers

11,607,870 520

" " one resident endorser besides others

3,807,824 456

Bills secured by collateral:

By commercial documents

361,159 000

By Government bonds and shares

297,761 000

Securities in full payment

4,075,734 343

Bank receivable

82,478 350

National Treasury account current

15,940,135 620

Cash

1,761,730 184

Mortgage Department:

Capital account

45,345,123 025

Supplemental loan

9,141,123 340

Accounts Current, guaranteed:

Sundry loans

11,802,807 407

Loans to Provincial governments

82,734 172

Real Estate

2,730,416 668

Stocks and Shares:

Public Funds

18,617,738 717

Shares and debentures in various companies

2,183,283 013

São Paulo Branch:

Capital account

89,000,000

Account notes in circulation

8,770,000

Amount current

3,604,405 764

Mortgages:

Real, at long dates

24,466,565 490

" " along dates

4,584,913 814

" " short

14,710,193 500

Accounts in liquidation

30,519,159 823

Interest due on mortgages

731,433 260

Percentage due on administration

24,777 539

Cash account:

In cash

227,241 328

Hypothecary notes

11,093,000

171,075,739 010

LIABILITIES.

Commercial Department:

Capital: 16,500,000 shares @ Rs. 500\$000

33,000,000 000

Reserve Fund:

New reserve fund

4,410,471 497

Special " "

4,373,094 324

Notes in circulation:

In notes of the Bank

21,896,500 000

Branch banks

90,410,150 800

Bank of Fixed deposits

37,723,366 818

Accounts current

34,050,193 340

Sundries, balances of various accounts

79,235 280

Bills payable

79,235 280

Dividends:

Unclaimed dividends

254,242 110

Mortgage Department:

Capital supplied by the commercial department

25,355,123 935

Supplemental loan " "

3,441,193 340

Hypothecary notes in circulation

3,709,900 000

Accounts current

73,041 414

Profits in suspense

73,625,190

E. & O. E.

171,075,739 010

E. & O. E. F.

Bank of Brazil, Aug 4th, 1881.

José Machado Coelho de Castro, President.

Eduardo Braga, Chief Accountant.

MARKET REPORT.

Rio de Janeiro, Aug. 13th, 1881.

Coffee.—Our last report was on the 4th instant. Since then the better advices from Europe as well as the United States have produced a very active demand which has been still further stimulated by the favorable result of the Dutch auction on the 10th inst.

Currency prices have advanced 200-300 reis per kilo

but the sterling cost, owing to the fall in exchange, shows an advance of only 100-180 per cent. on the lower grades and 250-300 per cent. on the better ones.

The sales since the 4th instant amount to 18,350 bags, the greater portion of which is for the United States.

Receipts continue on a large scale and the daily average since the 1st instant is now

12,813 bags

against 12,261 in some period of Aug. 1880

1,078 " " 1879

" " 1878

" " 1877

" " 1876

" " 1875

" " 1874

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ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNMENT
Aug. 5	Naomyth, Br	Liverpool* 25d	Norton M'w & C
"	Laplace, Br	London* 25d	Norton M'w & C
"	Cordillera, Br	Liverpool* 25d	Wilson, Sons & C
"	Alvarado, Br	Santos 25d	Norton M'w & C
"	Guadalupe, Fr	Riviera 15d	Norton M'w & C
"	Ville de Bahia Fr	Santos 15d	A. Leith & Co
"	Glendale, Fr	Bordeaux* 25d	Messageries Mar.
"	Lychee Brise, Blg	River Plate 25d	Norton M'w & C
"	Alvarado, Br	New York* 25d	Norton M'w & C
"	Kubens, Br	New York* 25d	Ed. Johnston & C
"	Paranaque, Gr	Santos 25d	Karl Valais & C
"	La France, Fr	Genoa* 25d	

DEPARTURES OF FOREIGN STEAMERS

DATE	NAME	WHERE TO	CARGO
Aug. 5	Paranaque, Gr	Santos	Sundries
"	Hippocrate, Blg	New York	Coffee
"	Alvarado, Br	New York	Coffee
"	Cordillera, Br	Valparaiso*	Sundries
"	Laplace, Br	River Plate	Sundries
"	Alvarado, Br	New York	Coffee
"	Glendale, Fr	Lychee Brise, Blg	Sundries
"	Lychee Brise, Blg	River Plate	Coffee
"	Glendale, Fr	Hamburg	Coffee
"	Paranaque, Gr	Hamburg	Coffee
"	Ville de Bahia Fr	Havre*	Sundries

Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, AUGUST 11, 1881.

NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNER
AMERICAN				
ship Thomas Dan	1445	June 15	New York	In distress
ship San Juan Shin	1200	July 15	New York	Leith & Sons & Co
ship Australia	1200	July 15	Cardiff	In distress
ship John Wesley	454	16	New York	McCulloch H' & C
U.S. H' & M. Wats.	1022	16	Cardiff	Norris Megaw & C
ship Alice M. M'c.	135	16	New York	McCulloch H' & C
ship Gloucester	100	16	New York	McCulloch H' & C
ship Syria	514	16	Rosario	W. Chapman & Co.
kk D. Pedell, Jr.	320	16	Baltimore	Wright & Co.
kk Amazon	374	16	Baltimore	Wright & Co.
kk Yamamoto	498	16	Baltimore	Wright & Co.
kk H. L. L. L.	44	16	Baltimore	Wright & Co.
ANGLO-CHINESE				
lg Molo	160	June 15	B. Ayres	M. Azevedo & Co
ship David Stew.	668	Aug. 11	Baltimore	Phipps Bros. & Co
BRITISH				
ship Lady Ligar	206	May 25	Liverpool	For repair
ship Duke of York	55	June 15	Cardiff	In distress
ship Birmingham	1265	July 15	Greenock	H. Wright & de C.
ship British India	1265	July 15	Cardiff	Watson, Ritchie & C
ship Algoma	1183	July 15	Cardiff	Norris Megaw & C
ship Importer	1447	July 15	Liverpool	D. Pedro II RR.
ship Santa Cruz W.	1447	July 15	Cardiff	Watson, Ritchie & C
ship Eagle	75	July 15	Cardiff	D. Pedro II RR.
ship Her Royal H.	244	July 15	Cardiff	Don Pedro II RR.
kk Jane	636	July 15	Leith	Rio Gas Co.
kk Martha Red.	631	July 15	Leith	Rio Gas Co.
kk Santa Cruz W.	327	July 15	Cardiff	Rio Gas Co.
kk Anna Maria	448	July 15	Antwerp	To order
kk Aphorib.	484	July 15	Antwerp	W. Ritchie & Co.
kk Elizabeth	640	July 15	Sunderland	Nithorey Gas Co.
kg Silver Cloud	154	July 15	Antwerp	Nithorey Gas Co.
kg Nancy Holt	318	July 15	Cardiff	To order
kk Gladst.	945	July 15	Cardiff	Wilson, Sons & Co.
kk Euphie	404	July 15	Rangoon	To order
kk Montebello	2123	July 15	Cardiff	To order
kk Bellona	2123	July 15	Liverpool	Rio Gas Co.
kk Hannattion	236	July 15	Baltimore	McCollum Beech'r.
DANISH				
schiff J. Basque	136	July 15	New Castle	Finsie Irrimos & Co.
skip Nied.	174	Aug. 11	Marseilles	Bela Corvin & Co.
FRANC				
kk Berthe	488	June 15	Lidion	J. Almada Leone
kk Argent.	392	July 15	Liverpool	J. & J. Peake
kk Bremonter	200	July 15	Saguenay	Camara & Gomes
kk Caldera	234	Aug. 15	Salt Island	Monteiro Braga & C
kk Avenir	768	July 15	Cardiff	Watson, Ritchie & C
kk Marie Collet	347	July 15	Salt Island	J. Al. Almada Leone
GERMAN				
kg Leicht	120	June 15	Payenne	J. M. Fries & Sons
kg Beta	120	July 15	Payenne	To order
kk H. Peters	412	July 15	Hamburg	Brändes & Co.
kk Arthur H' d'	234	July 15	Karlskrona	Hartwig Will' & C
kk Peter	383	July 15	Glasgow	To order
self Speculant	399	Aug. 15	London	J. M. Fries & Sons
kg Amor	102	July 15	Ayres	S. da Silva Pinto
ITALIAN				
kk Tendidina	449	Aug. 15	Torrevieja	Y. A. Ayres
kk D. M. A.	359	Aug. 15	Genoa	S. da Silva Gallo
NOORWEGIAN				
kg Eigr.	272	June 15	Cedric	To order
kg Grid.	428	July 15	London	A. H. Ross & Co.
kk Hjorle	538	July 15	London	D. Pedro II RR.
kk Nessi	266	July 15	New York	McCollum Beech'r.
kg Norden	236	July 15	Cette	To order
kg Niclacy H. K.	285	Aug. 15	Greenock	W. Ritchie & Co.
kg Henrik Bjorn	335	Aug. 15	Cardiff	To order
swedish				
sch Carmen.	105	May 31	Port Alegre	Newland Jr. & Co.
kg Sjöströlet.	164	Aug. 10	Westerly	Hartwig Will' & C.
SPANISH				
kg Pedro V...	191	April 15	Paysandu	J. M. Fries & Filho
kg Alvaro	359	May 15	Alvaro	F. de Figueiredo & C
kg Rogerde-Flor	550	May 15	Souza Iro & Rocha	Souza Iro & Rocha
smk Onion.	169	July 15	Alvaro	A. Wagner
kg Hortencia	209	June 15	Concordia	S. Hime & Zetra
smk Dorotea	143	July 15	Montevideo	Alexandre & Co.
kg S. Hime	133	July 15	Montevideo	J. F. Figueiredo & C
pol Modesta	183	July 15	Montevideo	J. M. Fries & Sons
kg Pepe.	249	July 15	Paysandu	J. Romaguera
kg Minifredo.	101	July 15	Montevideo	S. Hime & Zetra
kg Soberano	329	Aug. 15	Montevideo	S. Hime & Zetra
smk Nereida.	200	Aug. 15	S. Hime & Zetra	S. Hime & Zetra
kg Cecilia.	101	July 15	Alvaro	J. F. Figueiredo & C
kg Rita.	148	July 15	Alvaro	J. F. Figueiredo & C
smk Lola.	107	Aug. 15	S. Hime & Zetra	S. Hime & Zetra
pol Francisquita	164	Aug. 15	Payandu	Sanchez Hime & Zetra
smk Merced.	106	Aug. 15	Alvaro	S. Hime & Zetra
kg Anna.	133	Aug. 15	Montevideo	S. Hime & Zetra
PORTUGUESE				
kg Pedro V...	178	May 15	B. Ayres.	Souza Iro & Rocha
kg Laura Norton	997	July 15	S. H. Island	To order
kg Improviso.	666	July 15	Lisbon	J. A. G. dos Santos
kg Gratidao.	257	July 15	S. H. Island	J. M. Fries & Sons
kg Nereida.	102	July 15	Alvaro	M. d' Oliveira & Co.
kg Audacia.	633	July 15	Opporto	M. d' Oliveira & Co.
kg Niva Vencedor.	302	July 15	Opporto	M. d' Oliveira & Co.
kg Flor de Angra.	246	July 15	H. Terc.	M. d' Oliveira Pinto
kg Margarida.	384	Aug. 15	Montevideo	Bessa & Co.
kg Timpano.	232	July 15	Opporto	M. d' Oliveira & Co.
kg Canudos.	369	July 15	B. Ayres.	Souza Iro & Rocha
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Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of The Rio News beg to state that the same policy which has thus far been adopted in its editorial management, will be continued in the future with the same results of this independent and impartial policy have been so highly appreciated and the encouragement for its continuance has been so great that the publishers have been able to increase its size by one-third and to realize a profit of great value to all business men interested in Brazilian trade.

The policy of The Rio News will continue to be that of strict independence and impartiality. It will seek to obtain the most reliable and available information on all commercial topics, and to incorporate all such reliable information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who have resided in their several branches of business. No pains will be spared in these reports thoroughly accurate and reliable. The absence of Brazil from the reports of the trade of other countries has been a great source of profit to The Rio News, keeping its readers fully informed on that subject. This will be continued in the way of accomplishing this all the leading ports of the empire will be given.

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